

EXHIBIT B

SOUTH LAKE UNION PARK MASTER PLAN

Reasons for Master Plan Update

In 1986 City Council Resolution 27462 instructed the Department of Parks and Recreation to evaluate alternative concept plans for a major park at South Lake Union. The subsequent Phase I Planning Study in 1987 described and evaluated seven alternatives. An Environmental Impact Statement evaluated and compared variations on two of these alternatives, and in 1991 the City Council adopted a master plan for South Lake Union Park by Resolution 28444. Interim improvements were then made to open the City-owned portions of the park to public use.

By 1999 it became clear that the 1991 master plan needed updating. With the City acquiring the Naval Reserve property in 2000, it is timely to clarify the earlier plan's guidelines for reusing the Armory Building, and incorporating it into the park plan. The 1999 South Lake Union Neighborhood Plan also recommended several modifications of the park master plan. The City's plan for redeveloping its surplus South Lake Union properties along the Mercer/Valley corridor provided a context for modifying the park plan's traffic and parking assumptions. The Maritime Heritage Foundation's evolution into a larger and more viable organization warrants some reconfiguration and enlargement of the physical area they would manage in the park, with an operating agreement for that purpose.

Summary of Master Plan Concept

In broad outline, South Lake Union Park will encompass approximately 12 acres at the south end of Lake Union, with possible expansions at its east and west ends. The park will include a Maritime Heritage Center, allowing enlargement and reconfiguration of the existing Northwest Seaport and Center for Wooden Boats facilities and programs. The Maritime Heritage activities and facilities could expand within the former Naval Reserve Armory building and adjacent spaces, including the Wharf Project to provide moorage for large historic vessels, and a Native American Canoe Center. The amount of space dedicated to those activities will depend upon the Foundation's fulfillment of criteria set forth in a detailed Memorandum of Agreement with the City. The City's usage of the Armory Building for community-based and other activities could change over time in relation to the Maritime Heritage Center's increasing use.

The area generally west of the Terry Avenue right-of-way will be designed and used for public park, recreational and open space, typically accommodating non-scheduled recreation activities such as launching of hand-carried small boats, picnicking, and walking, as well as occasional scheduled events. The area east of Terry Avenue will be used primarily for Maritime Heritage Center facilities and activities. Public access corridors will be designated along the entire lake frontage of the park including the Maritime Heritage area east of Terry Avenue. Several

"internal" public access and view corridors will also be maintained within the Maritime Heritage Center east of the Terry Avenue alignment.

Specific aspects of the Plan Concept Diagram (Exhibit A) and the Illustrative Site Plan (in Attachment 1) are explained in more detail below.

Maritime Heritage Center: The Maritime Heritage Center (MHC) will provide a regional focus for hands-on preservation of Pacific Northwest traditional boat building and maritime history. Maritime heritage uses will include moorage of large historic vessels moored at the Wharf (north of the Armory Building), together with some maritime exhibits inside the Armory Building, in nearby open plaza spaces and possibly in one or more new structures south of the Armory Building. The "Maritime Exhibits and Demonstrations" area could include open display of equipment, boats, and occasional small-scale repair/outfitting of the vintage large and small vessels moored nearby.

The Wharf, approximately 240 foot in width with a series of slips oriented generally in a north-south alignment, will provide long-term moorage with a probable capacity of 5 large heritage vessels, and an adjacent short-term space to the west for occasional visiting vessels, and related visitor facilities. A pedestrian ferry, water taxi and/or tour boat landing may be accommodated at the foot of the Terry Avenue Promenade. The MHC can also arrange for occasional short-term moorage of visiting heritage vessels along the bulkhead on the east side of Waterway 3.

The Center for Wooden Boats (CWB) will expand its complex of floats and floating structures as generally shown on the Illustrative Plan, in Attachment 1. It will accommodate approximately 200 small wooden boats for display and public rental. Its floating dock system in Waterway 4 will provide public access to the CWB's floating repair shop, boathouse and administration building as well as to the boats themselves. Some of their float space will be allocated to transient day moorage for tying up visiting small boats.

All of these MHC uses will be located generally east of the Terry Avenue Promenade that is intended to be a primarily pedestrian public access and view corridor. (The Native American Canoe House cluster located west of the Terry Avenue corridor is also a part of the MHC, and is discussed separately below.) The specific square footage and configuration of MHC facilities in the areas shown for them on Exhibit A in Attachment 1 will not be known until more detailed design and financial feasibility studies are completed.

Uses of the Naval Armory Building: For at least an initial phase of park development the Seattle Department of Parks and Recreation will occupy and operate the Armory Building, with some allocation of office, meeting and exhibit space for the Maritime Heritage Foundation to be considered in an interim use agreement. The exact mix of the Department's recreation-related uses is not yet determined. Over a period of time, observing milestones and criteria set forth in a Memorandum of Agreement, the City may reduce its recreational use of the Armory Building area, allowing the MHF to expand its programs if and when it demonstrates capability to do so. If it is determined by the City that it is desirable to put the Armory building to use to meet other public needs it reserves the right to do so. Physical modifications of the building will be limited according to terms of a covenant imposed by the Navy and the State Historic Preservation

Officer, which identified both external and internal features considered significant in determining the building's eligibility for the National Register of Historic Places.

Native American Canoe Center: This approximately 1/2 acre site will feature a Northwest Canoe Center longhouse and a carving shed, together occupying approximately 5,000 sq. ft. The Canoe Center will provide for launching and retrieval of Native American canoes from a restored beach on the east side of Waterway 3. The low-profile buildings will be integrated with the pathway system and landscape design, providing a transition between the adjacent natural area and the walkway along the low bulkhead quay to the north. Organizationally and programmatically, the Native American Canoe Center will be part of the MHF, although its location in the public open space part of the park will require coordinating its public access and operation with the surrounding park.

Picnic and Sitting Areas: Tables and benches will be distributed in appropriate areas of the park, accessible by the pathways and capitalizing on views of the lake. The concentrations of activities and events in and near the Maritime Heritage Center could support an outdoor seating area in conjunction with light food and beverage service. Due to the park's relatively small size, it will not include large concentrations of picnic tables or shelters for scheduled use, as they typically draw large groups of people with sizable access and parking needs.

Children's Play Area: While small-scale informal play is anticipated in many areas of the park, a structured play area that may become a "destination playground" is shown in the MHF's more active part of the park. In that location the nearby maritime exhibits may reinforce a nautical theme for the play area and equipment, and youthful energy will find a good outlet while adults explore the exhibits at a leisurely pace.

Parking: The plan concept diagrams (Exhibit A and Attachment 1) depict consolidated parking located south across Valley Street, connected to the park by a safe and convenient pedestrian access. Developing and operating a parking area available to park visitors at times of heavy use, especially summer evenings and weekends, may represent a considerable development expense in this thriving lakefront area. The park is estimated to need 244 spaces, assuming full buildout of the Park and wharf, and use of the Armory building as a Community Center. Of the 244 spaces, it is anticipated that about 50 would be provided off Westlake Avenue in the vicinity of the hand-carried boat launch area. Under the existing building code, use of the Armory for a museum instead of a community center would increase the required number of parking stalls by about 120 spaces in the absence of any adjustments for ease of alternative modes of access or other bases in Code.

Pedestrian Connection to Parking: The City's current studies of traffic management solutions in the Mercer Corridor may conclude that a signalized at-grade pedestrian connection between the park and the parking area may be feasible even with the high traffic volumes on Valley Street. However, the heavy through traffic may preclude that option. A pedestrian skybridge over the street may be another way to provide the necessary separation of pedestrians from vehicles. In either case, the garage, pedestrian crossing, and park entry plaza will be designed to make this arrival experience convenient and pleasant. Any pedestrian skybridge proposal will be subject to Council approval.

Auto/Bus Drop-Off Area: This mode of vehicular access is accommodated via a loop off of Valley Street, connecting with the same entry plaza feature an open pedestrian route from the main entry plaza northward along the Terry Avenue alignment. For most times of park operation, this will be an exclusively pedestrian precinct. For public safety reasons it will be designed to accommodate emergency vehicles when necessary. As shown in Exhibit A and Attachment 1, the promenade could have a turnaround at its northern end for vehicular access on special occasions. The "Terry Avenue Promenade" route will provide emergency and service vehicle access to the Wharf area north of the Armory, as well as to the pier along the east side of the Armory so that a vehicular loop runs southward to the auto/ bus drop-off.

Landscaped and Hard Surface Areas: This is an urban park in an area planned for high-density commercial and institutional development. As such, the plan concept diagrams show a substantial amount of "hardscape" in the form of plazas, walkways, vehicular drop-off driveway, and maritime activity areas. However, the plan also anticipates that part of the park's value will be realized in the "softer" components represented on the concept diagrams as Lawn/Landscape areas. The park design will balance these areas with the other park elements to provide a restful and beautiful setting for relaxation, walking, views, picnicking, unstructured play.

Visitors who come to the park for maritime displays, events and general recreation will be accommodated on designated hard spaces including the shoreline promenade and pathways, the maritime plaza(s), the Wharf, the Westlake and Terry Avenue arrival plazas, the main entry gate/ observation tower. These paved areas will be functionally and visually distinct from the turf/landscape areas described above. Paving materials, textures and colors can be varied in different parts of the park.

South Lake Union Park's expected use for occasional large public gatherings, e.g. the annual Wooden Boat Festival, concerts, etc., will not preclude large green spaces for more typical public use and enjoyment. One of these is the large turf/landscape area west of the Armory Building. The principle at stake is to avoid excessive paving of the park to withstand crowds that gather fairly infrequently. Sufficient green space is needed for summer days when people can relax in grassy surroundings. A substantial amount of green space is also valuable during the long wet season when people's enjoyment of the park will often be from a passing vehicle, or during brief walks in the park.

Wetland Area: The plan update continues a variation of the 1991 plan's wetland habitat area at the south end of Waterway Number 3. About one acre in size, this will be a kind of "wetland garden" feature in the park. Detailed design may lead to a configuration different from that shown on the conceptual diagrams. It should be designed to make a smooth transition between the high-bank terraced shoreline on the west side of Waterway 3, and the low-bank restored beach where canoes are launched at the Native American Canoe Center on the waterway's east side. Aside from the visual quality this feature may add to the park, it also affords an opportunity to enhance the lake's habitat, offsetting and mitigating other structured improvements along the shoreline. It can provide an opportunity for biofiltration of stormwater runoff from the park's hard-surfaced areas. The wetland can also increase the park's potential for natural as well as cultural interpretation.

Shoreline Renovation: South Lake Union Park will offer various shoreline characteristics along its approximately 1/2-mile length. It includes high-bank, terraced and revegetated lakefront on the west side of Waterway Number 3 (see Sections A, B and C), the wetland area at the south end of the waterway and the Native American Canoe Center's restored beach on the east side of the waterway (see Sections D and G). North and east of that the shoreline assumes a more rectangular, structured form of the existing Navy bulkhead quay, lowered so that pedestrians along the quay walkway will be about 18" above the summer lake level (see Section E). On special occasions, sizable heritage vessels can tie up alongside this quay, but most of the time it will be open to assure good views of the lake.

East of the Terry Avenue corridor, the shoreline pathway will rise gradually to meet the Armory Building and adjacent wharf elevation. The wharf when reconstructed will be narrower than it is today, reconfigured to allow visitors to walk between several of the heritage vessels moored there, as well as being able to continue walking eastward to Waterway 4. The old Navy pier along the east side of the Armory Building will be brought up to code to support emergency vehicle access, as well as continuous pedestrian movement. The shoreline at the south end of Waterway 4 will accommodate public access to the Center for Wooden Boats' floating buildings and moorage. The walkway system there will link directly to the public shoreline path system of the existing private Henry Pier and Chandler's Cove on the west side of Waterway 4.

Even though pedestrians along the Waterway 3 shoreline will in some places be close to the lake level, the pathway design will encourage direct contact with the water in just two places—at the kayak/canoe float on the west side of the waterway, and at the Native American Canoe Center's restored beach on the opposite bank. Elsewhere contaminated sediments remaining from previous industrial uses will for the foreseeable future restrict water contact recreation.

Pedestrian/Bike Trail: The pedestrian/bike trail around the perimeter of the park will connect the present trail terminus along Fairview Avenue East with the new Westlake Multipurpose Trail to be constructed in the year 2000. This trail connection cannot allow high-speed bike travel, but will incorporate design of the park's perimeter in a sweeping curve that offers another way for people to experience the park in passing around it. It will connect with but be separate from the internal pathway system for pedestrians in the park.

Park Design Theme Extension: As envisioned in the Neighborhood Plan recommendations, park design features are expected to influence neighborhood design and redevelopment. Certain aspects of the park may become part of the surrounding area's design vernacular, setting a tone for public spaces and the rights-of-way so that the park's influence goes beyond its boundaries. This may be expressed in the quality of materials used in the park, setting a different qualitative standard than found in the utilitarian design of many parks.